



30/4/99

*Transmittal Note*

**SUPPLEMENT TO**  
**ANNEX 11 — AIR TRAFFIC SERVICES**  
**(Twelfth Edition)**

1. The attached Supplement supersedes all previous Supplements to Annex 11 and includes differences notified by Contracting States up to 30 April 1999.
  2. This Supplement should be inserted at the end of Annex 11, Twelfth Edition. Additional differences and revised comments received from Contracting States will be issued at intervals as amendments to this Supplement.
-

**SUPPLEMENT TO ANNEX 11 — TWELFTH EDITION**

**AIR TRAFFIC SERVICES**

Differences between the national regulations and practices of Contracting States and the corresponding International Standards and Recommended Practices contained in Annex 11, as notified to ICAO in accordance with Article 38 of the *Convention on International Civil Aviation* and the Council's resolution of 21 November 1950.

APRIL 1999

---

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**RECORD OF AMENDMENTS TO SUPPLEMENT**

| <i>No.</i> | <i>Date</i> | <i>Entered by</i> | <i>No.</i> | <i>Date</i> | <i>Entered by</i> |
|------------|-------------|-------------------|------------|-------------|-------------------|
|            |             |                   |            |             |                   |
|            |             |                   |            |             |                   |
|            |             |                   |            |             |                   |
|            |             |                   |            |             |                   |
|            |             |                   |            |             |                   |
|            |             |                   |            |             |                   |
|            |             |                   |            |             |                   |
|            |             |                   |            |             |                   |
|            |             |                   |            |             |                   |

**AMENDMENTS TO ANNEX 11 ADOPTED OR APPROVED BY THE COUNCIL  
SUBSEQUENT TO THE TWELFTH EDITION ISSUED JULY 1998**

| <i>No.</i> | <i>Date of<br/>adoption or<br/>approval</i> | <i>Date<br/>applicable</i> | <i>No.</i> | <i>Date of<br/>adoption or<br/>approval</i> | <i>Date applicable</i> |
|------------|---|----------------------------|------------|---|------------------------|
|            |   |                            |            |   |                        |
|            |   |                            |            |   |                        |
|            |   |                            |            |   |                        |
|            |   |                            |            |   |                        |
|            |   |                            |            |   |                        |
|            |   |                            |            |   |                        |
|            |   |                            |            |   |                        |
|            |   |                            |            |   |                        |
|            |   |                            |            |   |                        |

## 1. Contracting States which have notified ICAO of differences

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards and Recommended Practices of Annex 11, Twelfth Edition, or have commented on implementation.

The page numbers shown for each State and the dates of publication of those pages correspond to the actual pages in this Supplement.

| <i>State</i>                | <i>Date of notification</i> | <i>Pages in Supplement</i> | <i>Date of publication</i> |
|-----------------------------|-----------------------------|----------------------------|----------------------------|
| Argentina                   | 28/9/98                     | 1-2                        | 30/4/99                    |
| Canada                      | 7/10/98                     | 1-2                        | 30/4/99                    |
| China (Hong Kong SAR)       | 17/9/98                     | 1                          | 30/4/99                    |
| France                      | 8/10/98                     | 1                          | 30/4/99                    |
| Germany                     | 16/9/98                     | 1                          | 30/4/99                    |
| Mauritius                   | 23/9/98                     | 1                          | 30/4/99                    |
| New Zealand                 | 31/7/98                     | 1-2                        | 30/4/99                    |
| Norway                      | 5/9/98                      | 1-2                        | 30/4/99                    |
| Oman                        | 13/6/98                     | 1                          | 30/4/99                    |
| Republic of Korea           | 23/9/98                     | 1                          | 30/4/99                    |
| Sweden                      | 28/9/98                     | 1                          | 30/4/99                    |
| United Kingdom              | 23/9/98                     | 1-3                        | 30/4/99                    |
| United Republic of Tanzania | 30/9/98                     | 1                          | 30/4/99                    |
| United States               | 4/3/99                      | 1                          | 30/4/99                    |

## 2. Contracting States which have notified ICAO that no differences exist

| <i>State</i> | <i>Date of notification</i> | <i>State</i>         | <i>Date of notification</i> |
|--------------|-----------------------------|----------------------|-----------------------------|
| Austria      | 25/9/98                     | Monaco               | 21/8/98                     |
| Barbados     | 26/6/98                     | Peru                 | 17/2/99                     |
| Botswana     | 6/9/98                      | Portugal             | 26/10/98                    |
| Chile        | 3/7/98                      | Romania              | 26/10/98                    |
| Egypt        | 27/7/98                     | Seychelles           | 13/8/98                     |
| Ethiopia     | 5/10/98                     | Tunisia              | 16/9/98                     |
| Fiji         | 20/6/98                     | Uganda               | 10/7/98                     |
| Finland      | 7/7/98                      | United Arab Emirates | 12/9/98                     |
| Greece       | 27/10/98                    |                      |                             |

**3. Contracting States from which no information has been received**

|  |                                  |  |
|--|----------------------------------|--|
| Afghanistan                              | Ghana                            | Nigeria                                      |
| Albania                                  | Grenada                          | Pakistan                                     |
| Algeria                                  | Guatemala                        | Palau  |
| Angola                                   | Guinea                           | Panama                                       |
| Antigua and Barbuda                      | Guinea-Bissau                    | Papua New Guinea                             |
| Armenia                                  | Guyana                           | Paraguay                                     |
| Australia                                | Haiti                            | Philippines                                  |
| Azerbaijan                               | Honduras                         | Poland                                       |
| Bahamas                                  | Hungary                          | Qatar  |
| Bahrain                                  | Iceland                          | Republic of Moldova                          |
| Bangladesh                               | India                            | Russian Federation                           |
| Belarus                                  | Indonesia                        | Rwanda                                       |
| Belgium                                  | Iran (Islamic Republic of)       | Saint Lucia                                  |
| Belize                                   | Iraq                             | Saint Vincent and the Grenadines             |
| Benin                                    | Ireland                          | Samoa  |
| Bhutan                                   | Israel                           | San Marino                                   |
| Bolivia                                  | Italy                            | Sao Tome and Principe                        |
| Bosnia and Herzegovina                   | Jamaica                          | Saudi Arabia                                 |
| Brazil                                   | Japan                            | Senegal                                      |
| Brunei Darussalam                        | Jordan                           | Sierra Leone                                 |
| Bulgaria                                 | Kazakhstan                       | Singapore                                    |
| Burkina Faso                             | Kenya                            | Slovakia                                     |
| Burundi                                  | Kiribati                         | Slovenia                                     |
| Cambodia                                 | Kuwait                           | Solomon Islands                              |
| Cameroon                                 | Kyrgyzstan                       | Somalia                                      |
| Cape Verde                               | Lao People's Democratic Republic | South Africa                                 |
| Central African Republic                 | Latvia                           | Spain  |
| Chad                                     | Lebanon                          | Sri Lanka                                    |
| China                                    | Lesotho                          | Sudan  |
| Colombia                                 | Liberia                          | Suriname                                     |
| Comoros                                  | Libyan Arab Jamahiriya           | Swaziland                                    |
| Congo                                    | Lithuania                        | Switzerland                                  |
| Cook Islands                             | Luxembourg                       | Syrian Arab Republic                         |
| Costa Rica                               | Madagascar                       | Tajikistan                                   |
| Côte d'Ivoire                            | Malawi                           | Thailand                                     |
| Croatia                                  | Malaysia                         | The former Yugoslav Republic of<br>Macedonia |
| Cuba                                     | Maldives                         | Togo   |
| Cyprus                                   | Mali                             | Tonga  |
| Czech Republic                           | Malta                            | Trinidad and Tobago                          |
| Democratic People's Republic of<br>Korea | Marshall Islands                 | Turkey                                       |
| Democratic Republic of the Congo         | Mauritania                       | Turkmenistan                                 |
| Denmark                                  | Mexico                           | Ukraine                                      |
| Djibouti                                 | Micronesia (Federated States of) | Uruguay                                      |
| Dominican Republic                       | Mongolia                         | Uzbekistan                                   |
| Ecuador                                  | Morocco                          | Vanuatu                                      |
| El Salvador                              | Mozambique                       | Venezuela                                    |
| Equatorial Guinea                        | Myanmar                          | Viet Nam                                     |
| Eritrea                                  | Namibia                          | Yemen  |
| Estonia                                  | Nauru                            | Zambia                                       |
| Gabon                                    | Nepal                            | Zimbabwe                                     |
| Gambia                                   | Netherlands                      |  |
| Georgia                                  | Nicaragua                        |  |
|  | Niger                            |  |

**4. Paragraphs with respect to which differences have been notified**

| <i>Paragraph</i> | <i>Differences notified by</i>   | <i>Paragraph</i> | <i>Differences notified by</i>  |
|------------------|--|------------------|---|
| Definitions      | Argentina<br>Canada<br>France<br>New Zealand<br>United Kingdom<br>United Republic of Tanzania<br>United States | 4.2.1            | New Zealand<br>Norway   |
|                  |  | 4.2.2            | Canada<br>New Zealand<br>United States  |
|                  |  | 4.3.6            | United States   |
|                  |  | 4.3.7            | Canada<br>United States   |
| 2.1.2            | Argentina<br>United Kingdom  | 4.3.8            | Canada<br>United States   |
| 2.5.2.2.1        | United Kingdom   | 4.3.9            | Canada<br>United States   |
| 2.5.2.3          | United Kingdom   |                  |   |
| 2.6              | Norway<br>Republic of Korea  | 5.1.1            | Norway  |
| 2.6.1            | Canada<br>United Kingdom   | 5.2.1            | Canada  |
| 2.8              | France   | 6.1.2.1          | Norway  |
| 2.9.3.2.2        | Oman<br>United Kingdom   | 6.2.2.3.7        | United Kingdom  |
| 2.9.3.3          | United Kingdom   | 6.2.3.1.2        | United Kingdom  |
| 2.9.5.5          | United Kingdom   | 6.2.3.1.3        | United Kingdom  |
| 2.11.1           | France   | 6.2.3.4          | United Kingdom  |
| 2.11.3           | United Kingdom   | 7.1.2.1          | Norway  |
| 2.13.2           | United Kingdom   |                  |   |
| 2.15             | Argentina  | Appendix 1       | United Kingdom<br>United States   |
| 2.18             | United Republic of Tanzania  |                  |   |
| 2.18.2           | Argentina<br>Germany   | Appendix 2       | Argentina<br>Germany<br>United States   |
| 2.18.3           | Argentina<br>Germany   |                  |   |
| 2.18.4           | Germany  |                  |   |
| 2.18.5           | Argentina<br>Germany   | Appendix 4       | Canada<br>China (Hong Kong SAR)<br>Germany<br>Mauritius<br>New Zealand<br>Norway<br>Sweden<br>United Kingdom<br>United Republic of Tanzania |
| 2.21             | Sweden   |                  |   |
| 3.1              | United Kingdom   |                  |   |
| 3.2              | Sweden   |                  |   |
| 3.3              | United Kingdom   |                  |   |
| 3.3.3            | New Zealand<br>United States   |                  |   |
| 3.3.4            | United Kingdom   |                  |   |
| 3.4.1            | New Zealand  | Appendix 5       | Argentina<br>Germany  |
| 3.7              | New Zealand  |                  |   |
| 3.7.2            | Norway   |                  |   |
| 3.8.1            | Argentina  |                  |   |
| 3.8.2            | United Kingdom   |                  |   |

**CHAPTER 1**

- Definitions**
- Air traffic control clearance.* The word “autorización” (“clearance”) is replaced by the word “permiso” with the same meaning.
- Approach control office.* Not established within our national jurisdiction. The approach control service is provided by the aerodrome control tower or area control centre, as prescribed in the regulations in force.
- Flight information centre.* Not established within our national jurisdiction. Flight information and alerting services are provided by air traffic control units within and outside controlled airspace.
- Pilot-in-command.* The term “piloto al mando” (“pilot-in-command”) is replaced by “comandante de la aeronave” and his/her responsibility is applied whether or not at the controls of the aircraft.

**CHAPTER 2**

- 2.1.2 Argentina, having agreed through international air navigation agreements to provide ATS and SAR over the high seas in airspace corresponding to the FIR under its jurisdiction, applies the Standards and procedures in exactly the same way as within its territorial airspace.
- 2.15 Argentina abides by the arrangements that operators wish to make to obtain the information concerned, budgeted as a supplementary service and therefore subject to special agreed procedures.
- 2.18.2 No electronic aeronautical data system is available.
- 2.18.3
- 2.18.5 Not applied.

**CHAPTER 3**

- 3.8.1 The national flight regulations (No. 79.1) include this Standard as a relative responsibility, in view of the fact that due to the distance involved, the reduced speed of taxiing aircraft and other factors, the pilot-in-command of an aircraft is often in a more favourable position than those in charge of control.

**Appendix 2**

- 3.6 The determination and reporting of significant points in WGS-84 are kept as a Recommendation rather than a Standard.

**Appendix 5**

- Table 1 The data in the column “Integrity/Classification” are not applied. The accuracy and data type are not applied for: P, R, D areas boundary points (inside CTA/CTZ boundary); en-route navaids and fixes, holding, STAR/SID points; and obstacles.

---

|                   |   |
|-------------------|---|
| Table 2           | The data in the column “Integrity/Classification” are not applied. The elevation accuracy and data type are not applied for obstacles en-route and DME. |
| Tables 3, 4 and 5 | The data in the column “Integrity/Classification” are not applied. The accuracy and data type are not applied.  |

---



**CHAPTER 1**

**Definitions**      *Advisory airspace.* Advisory airspace refers to Class F Special Use airspace within which an activity occurs of which non-participating pilots should be aware.

*Advisory route.* Not used in Canada.

*Air-taxiing.* Canada defines air-taxiing as movement of a helicopter above the surface of an aerodrome, but normally not above 100 ft AGL. The aircraft may proceed via either hover taxi or flight at speeds more than 20 knots.

*Air traffic advisory service.* Advisory service refers to the provision of flight information service to IFR and VFR aircraft.

*Air traffic control clearance.* Canada also uses air traffic control instruction defined as a directive issued by an air traffic control unit for air traffic control purposes.

*ALERFA.* Code word not used.

*Altitude.* Means the altitude indicated in an altimeter set to the current altimeter setting.

*Approach control office and Approach control service.* Terminal control service is used in lieu of approach control service and associated terms.

*Apron management service.* Not used in Canada.

*DETRESFA.* Code word not used.

*Flight level.* An altimeter set to 29.92 inches of mercury is used.

*INCERFA.* Code word not used.

**CHAPTER 2**

2.6.1      In Canada, Class F refers to Special Use airspace identified as restricted or advisory.

**CHAPTER 4**

4.2.2 b)      Collision hazards not provided in Class F.

4.3.7      ATIS messages not given in the order as listed and the information elements of cloud below 1 500 m  
4.3.8      (5 000 ft) or below the highest minimum sector altitude and trend-type landing forecasts are not used.

4.3.9

**CHAPTER 5**

5.2.1 To terminate a flight for which a flight plan has been filed, a pilot must file an arrival report with an air traffic control unit, a flight service station or a community aerodrome radio station as soon as practical after landing but not later than:

- a) the search and rescue action initiation time specified in the flight plan; or
- b) if no search and rescue action initiation time is specified, 60 minutes after the last reported estimated time of arrival.

An arrival report is not required for IFR flight terminating at an aerodrome where there is an operating air traffic control unit or flight service station unless requested to do so by the appropriate air traffic control unit.

To terminate a flight for which a flight itinerary has been filed, a pilot must file an arrival report with an air traffic control unit, a flight service station or a community aerodrome radio station or, where the flight itinerary was filed with a responsible person, the responsible person as soon as practical after landing but not later than:

- a) the search and rescue action initiation times specified in the flight plan; or
- b) if no search and rescue action initiation time is specified, 24 hours after the last reported estimated time of arrival.

**Appendix 4**

Class B, C, D, E For VFR flight, flight visibility of 3 statute miles with a distance from cloud of 1 statute mile horizontal and 500 ft vertical is required.

Speed limitations applicable to both IFR and VFR aircraft:

- 250 knots below 10 000 ft ASL; and
- 200 knots below 3 000 ft AGL within 10 NM of a controlled airport.

Class F Special Use airspace defined as restricted or advisory and may be controlled or uncontrolled airspace.

Class G For VFR flight above 700 ft AGL, a flight visibility of 1 statute mile, and a distance from cloud of 2 000 ft horizontal and 500 ft vertical is required. For VFR flight below 700 ft AGL, a flight visibility of 1 statute mile and clear of cloud is required.

**Appendix 4**      Class F and Class G airspace require two-way communication.

---

**CHAPTER 1**

## Definitions

## Additional definition:

*AFIS unit.* Air traffic unit responsible for the provision of flight information service and alerting service to the aerodrome traffic of a non-controlled aerodrome.

**CHAPTER 2**

## 2.8

AFIS unit. An AFIS unit is established to provide flight information service and alerting service to the aerodrome traffic of certain non-controlled aerodromes.

## 2.11.1

Outside controlled airspace, ATS routes are established providing protection *vis-à-vis* the terrain and other adjacent ATS routes, but no specific airspace with defined dimensions is associated with them, apart from the Class F or G space in which they are included.

---

**CHAPTER 2**

- 2.18.2 Full implementation of the quality system not yet achieved.  
2.18.3  
2.18.4\*  
2.18.5

**Appendix 2**

- 3.1 Significant points within TMAs are designated by alphanumeric codes.

**Appendix 4**

Class D — VMC visibility and distance from cloud minima: VFR.

*Note.— Control zones are classified as airspace Class D with the following addition: ground visibility 5 km, ceiling 1 500 ft GND, clear of clouds.*

Class E — VMC visibility and distance from cloud minima. The minimum value has to be 8 km visibility for VFR flights below 3 050 m (10 000 ft) AMSL.

Class F — Subject to an ATC clearance: IFR flights “yes” instead of “no”.

Class G — IFR flights not permitted.

*Note.— For VFR flights weather minima as follows: In sight of ground or water, flight visibility 1.5 km, clear of clouds; except helicopters, airships and balloons where only a flight visibility of 800 m is required.*

**Appendix 5**

In Germany, Lines 2 and 4 of Table 4 describe a) en-route fix formations; and b) terminal and instrument approach procedure fix formations corresponding to Table 5.

The resolution for a) is then 1 DEG instead of 1/10 DEG.

---

\* Recommended Practice

**Appendix 4**      Class G airspace IFR flights: Speed limitation not applicable.

Class G airspace VFR flights:

- 1) continuous two-way communications mandatory for all aircraft operating within Mauritius FIR.
- 2) flight visibility lower than 5 km is not prescribed.

- Note:
- i) IFR/VFR flights flying from Class C airspace to Class G airspace and vice-versa will be subjected to an ATC clearance when flying within any portion of Class C airspace.
  - ii) Unless otherwise indicated in ATC clearances, VFR flights are advised to adopt the table of cruising levels for IFR flights as specified in Appendix 3 to Annex 2.
  - iii) Within Class C and Class G airspace, VFR flights are not authorized to fly above FL 150 (*Regional Supplementary Procedures*, Doc 7030, refers).
-

**CHAPTER 1**

Definitions      *Traffic avoidance advice.* Advice provided by an ATS unit to assist a pilot to avoid a collision.

*Remark:* While an ATS unit might specify manoeuvres to assist a pilot to avoid a collision, that choice is best left to the individual providing the information.

**CHAPTER 3**

3.3.3      Class D airspace is classified as that controlled airspace where it is necessary in the interests of safety that separation is required between:

- IFR flights;
- IFR and VFR flights during night;
- IFR and special VFR flights; and
- special VFR flights.

In addition, traffic information is required for:

- IFR flights about VFR flights during day; and
- VFR flights about IFR flights, and other VFR flights.

Traffic avoidance advice is required for IFR and VFR flights on request.

Class E airspace is classified as that controlled airspace where it is considered necessary in the interests of safety that separation is required between:

- IFR flights; and
- IFR flights and VFR flights during night.

Also, traffic information is required, where practical, for:

- IFR flights about VFR flights during day; and
- VFR flights about other VFR flights.

Each pilot in command of an aircraft shall obtain an ATC clearance prior to entering Class E airspace, where the operation is performed under IFR, or under VFR at night.

The pilot of a glider, above an altitude of 3 000 ft and above a height of 1 000 ft, but below an altitude of 11 000 ft, shall fly no closer than 500 ft below cloud in Class E or G airspace.

3.4.1      The 1 000 ft vertical separation minima below FL 290 prescribed in ICAO Doc 4444 may be reduced to 500 ft within a TMA or CTR providing:

- both aircraft are either medium or light wake turbulence category; and
- the lower aircraft is a VFR or special VFR flight and operating at an altitude of 4 500 ft or below.

*Remark:* When the IFR flight is a “Heavy”, the minimum shall always be 1 000 ft for reasons of wake turbulence.

3.7      New Zealand reserves the right to withhold clearances prior to the commencement of flight for non-payment for previous flights.

*Remark:* Clearances will not be denied to an aircraft in flight or taxiing on the manoeuvring area. In the event of an aircraft entering the manoeuvring area when a clearance has not been provided, normal air traffic services will be provided and an air safety incident notified to the Civil Aviation Authority.

**CHAPTER 4**

- 4.2.1 a) New Zealand does not produce AIRMET information.
- 4.2.2 b) No specific requirement for a flight information service to provide information concerning collision hazards to aircraft operating in airspace Classes C, D, E, F and G.

**Appendix 4** See 3.3.3 above.



**CHAPTER 2**

- 2.6 *Class A.* Class A airspace will change character when authorizations to operate as VFR flights above FL 195 (Annex 2, 4.4 a) refers) affect Class A airspace.

*Class D and E.* Class D and E airspace will change character in the period between the end of evening civil twilight and the beginning of morning civil twilight as flights authorized to operate in accordance with the visual flight rules during that period in Class D and E airspace are separated from IFR flights.

*Class D.* The services provided to VFR flights in Class D airspace are stated to be “Air traffic control service and traffic information about IFR and VFR flights”. “Traffic avoidance advice” is, however, not provided to IFR or VFR flights.

*Class G.* IFR flights in Class G airspace are not required to establish two-way radio communication with ATS\* except that communication shall be established with the appropriate AFIS unit when operating within a traffic information zone (TIZ) or a traffic information area (TIA) (airspace where AFIS is provided).

\*See 6.1.2.1 below.

VFR flights operating within TIZ or TIA are required to establish two-way radio communication with the appropriate AFIS unit.

A separate provision regarding communication requirements, etc., when operating within TIZ/TIA is established.

**CHAPTER 3**

- 3.7.2 *Note.— Since supersonic flight over Norwegian territory is generally prohibited, 3.7.2 of Annex 11 will apply only when the supersonic part of the flight concerned will take place outside Norwegian territory, or when permission to conduct supersonic flight over Norwegian territory exceptionally has been granted.*

**CHAPTER 4**

- 4.2.1 a) AIRMET information will not be provided.

**CHAPTER 5**

- 5.1.1 a) In accordance with the Norwegian Rules of the Air (BSL F, 3.3.1.3.2) any flight, including controlled flights, must file a complete flight plan in order to be provided with alerting service. This does not exclude the provision of such service upon request from any person being connected with operation of the aircraft, or related to persons on board, or if alerting service is considered appropriate by the air traffic services.

**CHAPTER 6**

- 6.1.2.1 The provision of Annex 11 will be met in accordance with the following guidelines:

Air-ground communication facilities for flight information service shall enable two-way communications to take place between a unit providing flight information service and appropriately equipped aircraft:

- 1) flying at or above the minimum safe IFR altitudes established for flight within controlled airspace in the respective flight information region, or

- 2) operating within areas where the establishment of two-way communications with the appropriate air traffic services unit is mandatory.

## **CHAPTER 7**

7.1.2.1 AIRMET information will not be provided.

**Appendix 4** See 2.6 above.

---

**CHAPTER 2**

2.9.3.2.2\* CTA lower limits established at levels determined by operational requirements.

\* Recommended Practice

**CHAPTER 2**

2.6 Classification of airspaces is not applied.

---

**CHAPTER 2**

- 2.21 Minimum flight altitudes have not been determined for ATS routes; however, published lower limits for ATS routes provide minimum clearance above the controlling obstacle located within the area concerned.

**CHAPTER 3**

- 3.2 b) The term “approach control office” is not used; instead, the term “terminal control centre (TMC)” is used to designate a unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.

- Appendix 4** Within Class E airspace, during hours of darkness, VFR flights are subject to air traffic control service and separated from IFR and other VFR flights; radio communication and ATC clearance required.

**CHAPTER 1**

**Definitions**      *Controlled aerodrome.* The United Kingdom does not use this term but lists in the AIP those aerodromes at which air traffic control service is provided.

*Special VFR flight.* In the United Kingdom, this means a flight at any time in a control zone which is Class A airspace or in any other control zone in IMC or at night in respect of which the appropriate air traffic control unit has given permission for the flight to be made in accordance with special instructions given by that unit instead of in accordance with the instrument flight rules and in the course of which flight the aircraft complies with any instructions given by that unit and remains clear of cloud in sight of the surface.

**CHAPTER 2**

2.1.2                The United Kingdom, having accepted responsibility to provide air traffic services in portions of airspace over the high seas, has arranged for the services to be provided in accordance with the practices and procedures established for its territorial airspace.

2.5.2.2.1          The United Kingdom does not implement control areas or control zones in all portions of the airspace where air traffic control service is provided.

2.5.2.3            The United Kingdom does not use the term “controlled aerodrome” but lists in the AIP those aerodromes at which air traffic control service is provided.

2.6.1                In certain notified portions of Class A, B and D airspace, gliders are permitted to operate without reference to air traffic control in accordance with specified conditions and neither separation nor traffic information is provided in respect of such flights.

2.9.3.2.2\*        The United Kingdom does not necessarily use a VFR cruising level as the lower limit. A level is chosen appropriate to the circumstances.

2.9.3.3            The United Kingdom does not necessarily use a VFR cruising level as the upper limit.  
2.9.5.5\*

2.11.3            In the United Kingdom, the basic indicator of a standard arrival route is the name or name code of the significant point, normally a terminal holding point, where the standard arrival route terminates.

2.13.2            The United Kingdom is introducing procedures that enable aircrew to use their flight management system (FMS) to guide the aircraft during the intermediate approach stage. To make this possible, it is necessary to choose locations within the circuit procedure for use as FMS way-points. Use of the current ICAO five-letter code designators system to identify FMS way-points would be impractical. The United Kingdom has, therefore, chosen a different method which uses a five-character code: the first two characters are the second letter pair of the ICAO four-letter code for the airfield.

Example: ICAO code for London Heathrow is **EGLL** (all codes for airfields in the United Kingdom begin with **EG**)

A way-point code for Heathrow will begin with **LL**.

\* Recommended Practice

The third letter of the way-point identifies a quadrant direction from the airfield based on True North and aligned on the airfield reference point, i.e. **N** — North quadrant; **E** — East quadrant; **S** — South quadrant; **W** — West quadrant.

The last two characters of the way-point code are numeric from 00 to 99. These identify a specific position in the circuit to be flown for a particular runway. For example, a position on base leg for runway 27L for Heathrow may be allocated the code **LL E 08**.

These codes are only allocated to positions that are unique to one landing procedure. Where a position is used by multiple routes, or is collocated with a navigation aid, or is seen as being operationally beneficial, they will be identified using the conventional five-letter approved designators.

### CHAPTER 3

- 3.1 In certain notified portions of Class A, B and D airspace, gliders are permitted to operate without reference to air traffic control.
- 3.3
- 3.3.4 The United Kingdom uses the quadrantal system of cruising levels for flights below 24 500 ft, as detailed in the Supplement to Annex 2 and the UK AIP.
- 3.8.2 c) During mixed ILS and MLS operations to the same runway, the appropriate sensitive areas will be protected.

### CHAPTER 6

- 6.2.2.3.7 Automatic recording is not available in each and every case in the United Kingdom.
- 6.2.3.1.2
- 6.2.3.1.3
- 6.2.3.4\*

### Appendix 1

- 2 Designation of helicopter routes within the United Kingdom does not conform with paragraph 2.

### Appendix 4

The United Kingdom complies with the requirements of the table at Appendix 4 except in the following cases:

- a) In certain portions of Class A, B and D airspace, gliders are permitted to operate without reference to air traffic control in accordance with specified conditions and neither separation nor traffic information is provided in respect of such flights.
- b) Class A airspace, VMC minima for the purpose of:
  - i) climbs and descents which maintain VMC;
  - ii) powered aircraft — airways crossings; and
  - iii) powered aircraft — other penetrations of airways Class A airspace are to be:

\* Recommended Practice

At or above FL 100: 8 km flight visibility, 1 500 m horizontal and 1 000 ft vertical distance from cloud.

Below FL 100: 5 km flight visibility, 1 500 m horizontal and 1 000 ft vertical distance from cloud.

- c) Class C, D and E airspace, VMC minima. Additionally in Class C, D and E airspace, VFR flight is allowed by aircraft, other than helicopters, at or below 3 000 ft AMSL, at a speed of 140 kt or less, which remain clear of cloud and in sight of the surface and in a flight visibility of at least 5 km. Helicopters may fly VFR in Class C, D and E airspace at and below 3 000 ft AMSL provided that they remain clear of cloud and in sight of the surface.
  - d) Class F and G airspace. The VMC minima at below FL 100 applies down to the surface (instead of down to 3 000 ft) with the minima at and below 3 000 ft as an alternative. The proviso “or 300 m above terrain whichever is higher” does not apply in the United Kingdom.
  - e) There is no mandatory requirement for continuous two-way radio communications in Class F and G airspace under IFR.
-



**CHAPTER 1**

Definitions      *Special VFR Flight.* Conditions for special VFR flight also apply at night.

**CHAPTER 2**

2.18              WGS-84 geodetic reference datum not yet implemented.

**Appendix 4**      The carriage of radio enabling continuous two-way communication is compulsory irrespective of the class of airspace.

---

**CHAPTER 1**

Definitions      *Airborne collision avoidance system (ACAS)*. U.S. glossary uses the term “traffic collision avoidance system (TCAS)”.

*Air-taxiing*. This term is not used. The United States uses the terms “hover taxi” for this manoeuvre above 100 ft above ground level (AGL) and “air taxi” below 100 ft AGL.

**CHAPTER 3**

3.3.3      Exception clause. Clearances may be issued to conduct flight in VFR conditions without a pilot request if the clearance would result in noise abatement benefits or when a pilot conducts a practice instrument approach.

**CHAPTER 4**

4.2.2      No provision is made for the issuance of collision hazard information to flights operating outside of controlled airspace.

4.3.6      The order in which information is listed in voice and digital ATIS messages is not mandated and certain  
4.3.7      elements are regarded as optional.

4.3.8

4.3.9      *Remark:* Not all elements are communicated via ATIS due to air traffic workload considerations.

Surface wind direction shall be magnetic.

*Remark:* Annex 3 does not delineate if wind direction is to be magnetic or true.

**Appendix 1**

2.2.1      Routes designated to serve aircraft operating from 18 000 MSL up to and including FL 450 are referred to as “jet routes” and are designated with the letter “J”, followed by a number of up to three digits.

**Appendix 2**

2.1      The United States will not comply with this guidance in naming the missed approach point (MAP) located at the landing threshold. The United States will chart this significant point and code it in the onboard database using the ARINC 424 code established and agreed upon by database and equipment manufacturers.

2.1.2 c)      The United States has not heretofore established criteria that permit navigation aid names of six letters. In fact, there are approximately 425 navigation aids in the National Airspace System (NAS). This is due to an earlier effort to have all significant points and navigation aids consist of five letters. This effort has been suspended. The United States will continue to use five-letter names for significant points and navigation aids.